



**US Army Corps  
of Engineers®**

Nashville District

# Public Notice

Public Notice No. **04-54**

Date: **August 26, 2004**

Application No. **200100737**

Please address all comments to:  
Nashville District Corps of Engineers, Regulatory Branch  
3701 Bell Road, Nashville, TN 37214

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**JOINT PUBLIC NOTICE**  
**US ARMY CORPS OF ENGINEERS**  
**TENNESSEE VALLEY AUTHORITY**  
**AND**  
**STATE OF TENNESSEE**

**SUBJECT:** Proposed Discharge of Fill Material Associated with Pier Construction for a new Railroad Bridge over Duck River Mile 71.0, in Hickman County, Tennessee

**TO ALL CONCERNED:** The application described below has been submitted for a Department of the Army Permit pursuant to **Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (CWA)** for the discharge of fill material into waters of the United States, and a Tennessee Valley Authority (TVA) permit pursuant to **Section 26a of the TVA Act**. Before a permit can be issued, certification must be provided by the state of Tennessee, Department of Environment and Conservation, pursuant to **Section 401(a)(1) of the CWA**, that applicable water quality standards will not be violated. By copy of this notice, the applicant hereby applies for the required certification.

**APPLICANT:** South Central Tennessee Railroad Authority  
102 N. Court Street  
P.O. Box 789  
Hohenwald, Tennessee 38482

**LOCATION:** Duck River Mile 71.0, near Centerville, Hickman County, Tennessee  
(Centerville Quad; lat 35-46-38.8920, lon 87-28-25.1400)

**DESCRIPTION:** The proposed work consists of the discharge of fill material for the construction of five piers for a new railroad bridge over Duck River. Each pier would measure 24' by 15' and would displace approximately 360 square feet of river bottom. The construction of the piers would involve constructing cofferdams to dry out the work area. The applicant indicated that currently, a sand/gravel bar is located at the project site; thus, only one pier would actually be constructed in the river flow. The old, existing railroad bridge would be removed upon completion of the new bridge, if it is not listed on the National Register of Historic Places. The existing timber trestle bridge has been determined to be substandard with respect to the net tons per car-load that modern railroad bridges are required to carry.

The purpose of the proposed work would be to allow the construction of the new railroad bridge crossing the Duck River in order to continue rail traffic along this route.

Plans of the proposed work are attached to this notice.

The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. In addition, the evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under authority of Section 404(b)(1) of the CWA (40 CFR Part 230). A permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

An Environmental Assessment will be prepared by this office prior to a final decision concerning issuance or denial of the requested Department of the Army Permit.

A Phase I Archaeological Survey has been prepared for the proposed project by DuVall & Associates, Inc., dated May 2004. The survey report concluded that based on the survey findings and research, no archaeological properties will be affected by the project. The project will have no impact on any site or included in the National Register of Historic Places pursuant to 36CFR60.4. No further archaeological investigations are recommended for the project. The steel trusses represent relatively early examples of the transition from timber trusses to steel trusses in Tennessee. Therefore, the two through trusses and the two deck trusses may be eligible for inclusion in the National Register of Historic Places (NRHP). If the bridge does not meet eligibility for inclusion in the NRHP, coordination should be provided on the details for removal of the existing bridge.

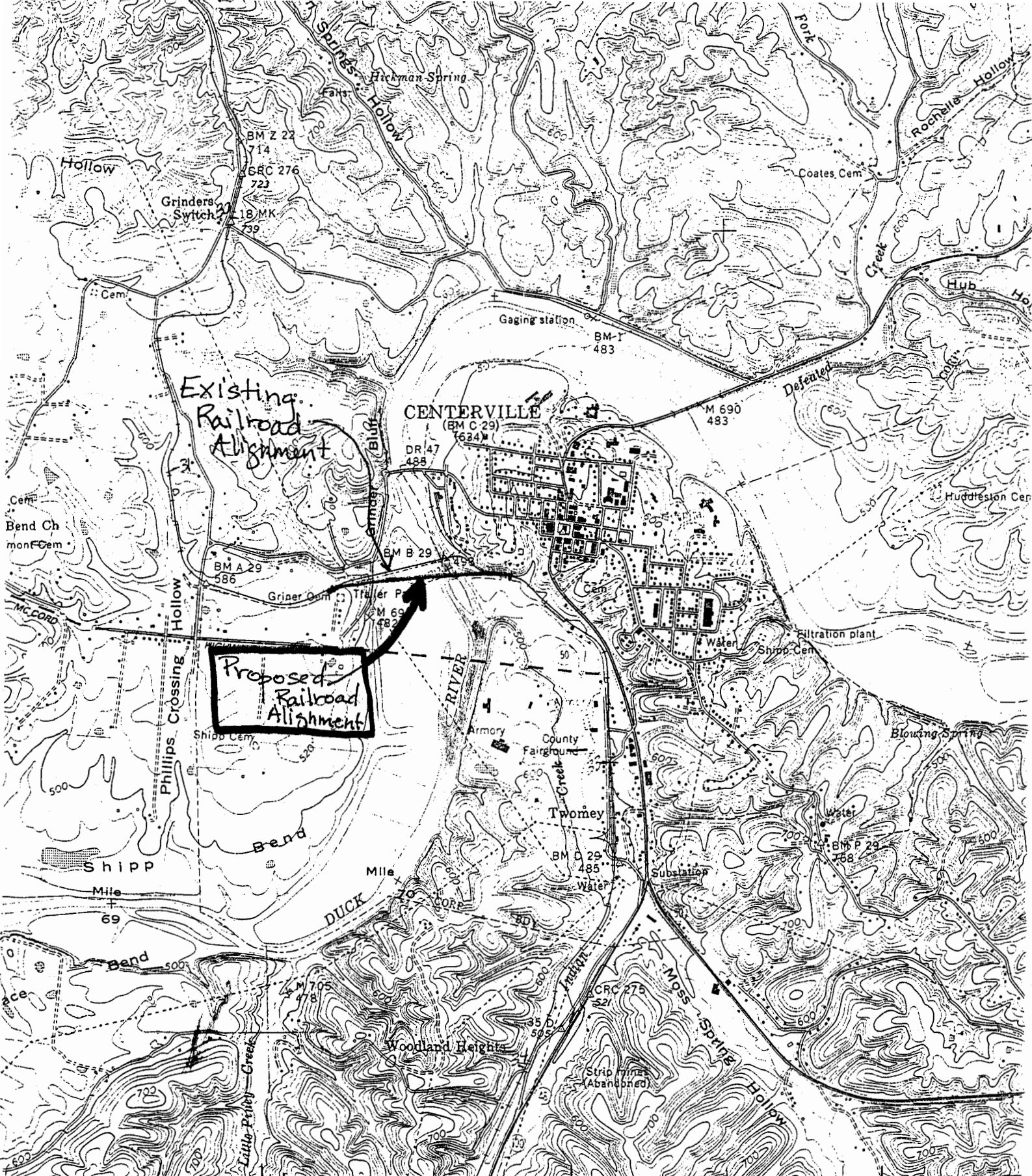
The U.S. Fish and Wildlife Service (USFWS) previously responded to the proposed work stating that according to their records, two federally listed or proposed endangered or threatened species may occur in the project impact area. These species included the Potato-bean, Price's (*Apios pricens*) and Fluted kidneyshell (*Ptychobranhus sublentum*). USFWS requested the applicant to assess potential impacts and determine if the proposed project may affect the species. The assessment and finding should be submitted to USFWS for review and concurrence.

Other federal, state, and/or local approvals required for the proposed work are as follows:

- a. Tennessee Valley Authority (TVA) approval under Section 26a of the TVA Act. In addition to other provisions of its approval, TVA would require the applicant to employ best management practices to control erosion and sedimentation, as necessary, to prevent adverse aquatic impacts.
- b. Water quality certification from the state of Tennessee, in accordance with Section 401(a)(1) of the Clean Water Act.
- c. Coast Guard authorization for the bridge construction and clearance over a navigable water.
- d. "No-Rise" Certification indicating that the proposed work would not increase flood heights in accordance with the Federal Emergency Management Agency (FEMA) regulations. The applicant provided a "no-rise" certification for the project by letter dated August 19, 2004, stating that "the proposed bridge replacement project for the South Central Tennessee Railroad, over the Duck River, will not adversely impact the 100 year flood elevations, floodway elevations and floodway widths on the Duck River at river mile 71, published sections in the Flood Insurance Study for Hickman County dated December 22, 1978".

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

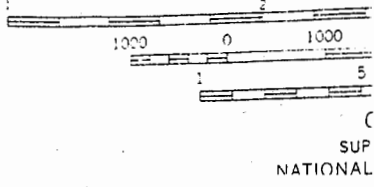
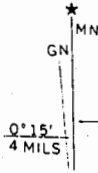
Written statements received in this office on or before September 27, 2004, will become a part of the record and will be considered in the determination. Any response to this notice should be directed to the Regulatory Branch, Attention: Amy Robinson at the above address, telephone (615) 369-7509. It is not necessary to comment separately to TVA since copies of all comments will be sent to that agency and will become part of its record on the proposal. However, if comments are sent to TVA, they should be mailed to Mr. Randy Lowe, Tennessee Valley Authority, Kentucky Watershed Team, P.O. Box 280, Paris, Tennessee 38242-0280.

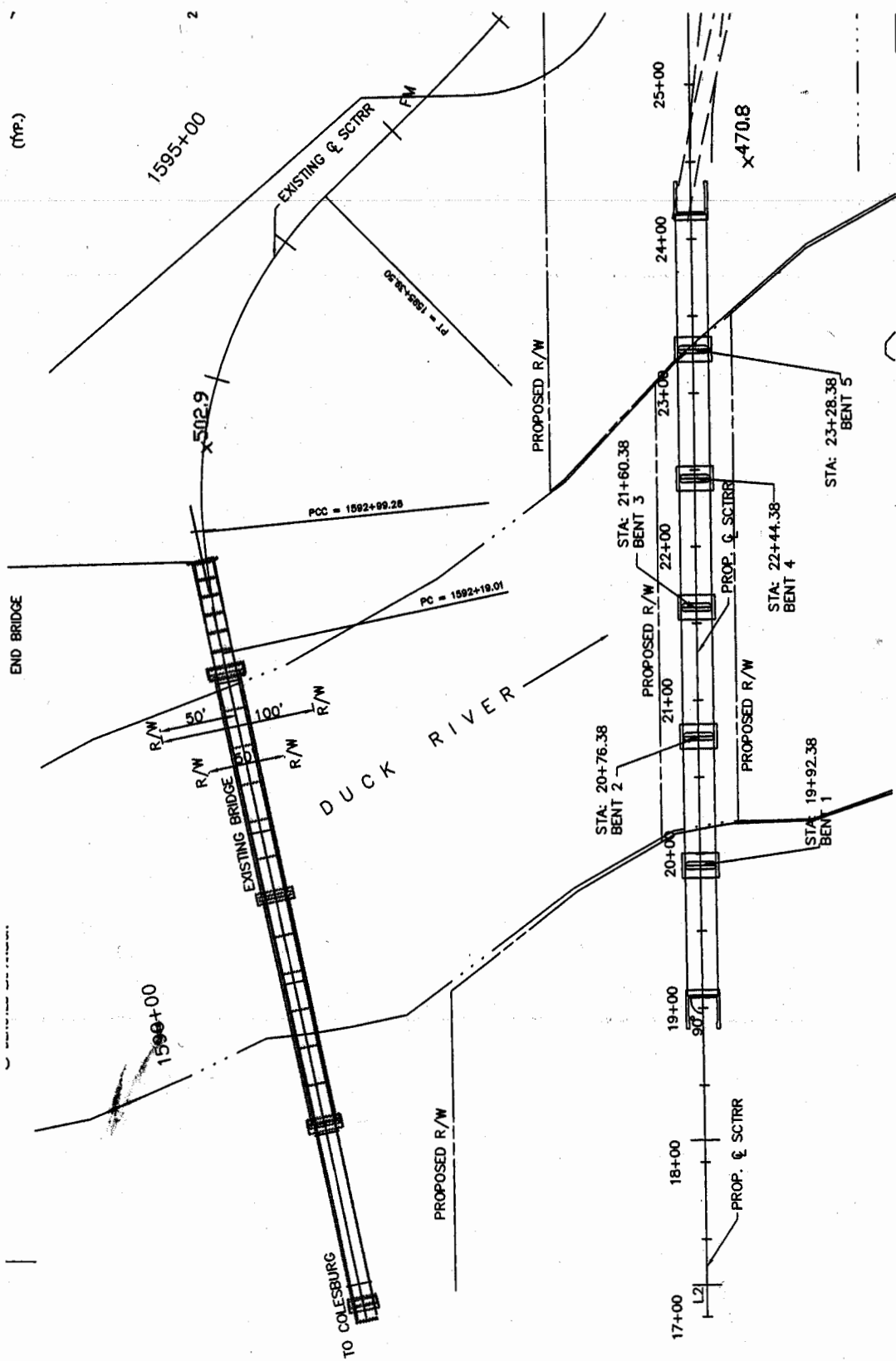


d and edited by Tennessee Valley Authority  
 ed by the Geological Survey  
 y NOS/NOAA, USGS, and TVA  
 y by photogrammetric methods using aerial  
 phs taken 1948. Field checked by TVA, 1952  
 : projection. 10,000-foot grid ticks based

TVE No. 200100737  
 HOHENWALD 17 MI. 458  
 LINDEN 27 MI.

Centerville, TN  
 U.S.G.S. Map



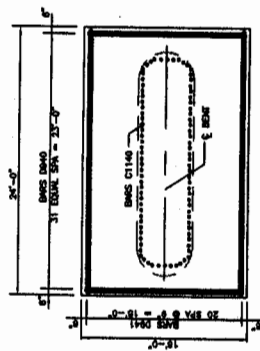
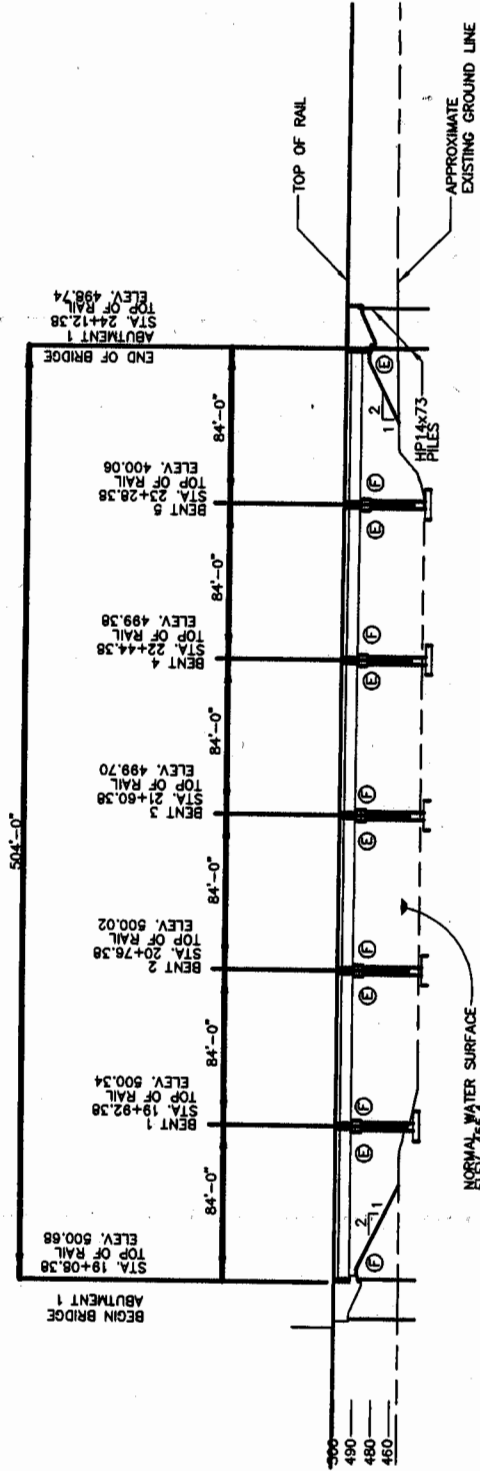
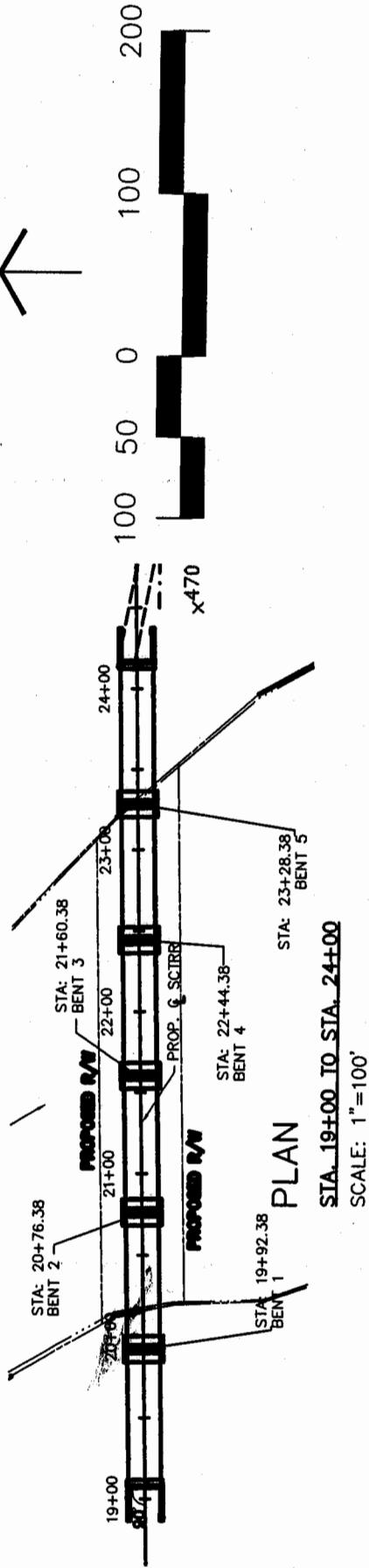
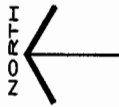


File No. 200100737 PN 04-54

CROUCH ENGINEERING  
428 WILSON PIKE CIRCLE  
BRENTWOOD, TN 37027  
615-791-0630  
Fax: 615-791-8451

PROPOSED DUCK RIVER BRIDGE  
BRIDGE PLAN  
ON THE SOUTH CENTRAL TENNESSEE RAILROAD  
HICKMAN COUNTY, TENNESSEE

PLAN  
1E



① DENOTES FIXED  
② DENOTES EXPANSION

ELEVATION

STA. 19+08.38 TO STA. 24+12.38  
SCALE: 1"=100'

File No. 200100737, A104-54

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428 WILSON PIKE CIRCLE  
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PROPOSED DUCK RIVER BRIDGE  
BRIDGE PLAN NOTES  
ON THE SOUTH CENTRAL TENNESSEE RAILROAD  
HICKMAN COUNTY, TENNESSEE

PLAN  
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